

Wisconsin's



Commercial Ports

Helping to Keep the State's Economy Afloat

Wisconsin's Commercial Ports

Deeply rooted in state history—
a vital part of today's economy.

Moving people and goods by water has a history as old and treasured as Wisconsin itself. From the moment Native Americans and French settlers first arrived at Lake Superior's Chequamegon Bay, these early inhabitants and explorers recognized our waterways' vast potential. Today, water transportation continues to serve as the most efficient method for moving bulk commodities—and plays a vital role in the transport of heavy machinery, steel, bagged and canned cargo and other goods.

Wisconsin's commercial ports are major economic hubs—generating thousands of family-supporting jobs—while playing an increasingly important role in the state's tourism industry and adding greatly to our state's high quality of life.

This publication highlights the important role and function of Wisconsin's port facilities and will help potential shippers better understand the unique capabilities and advantages of water transportation.

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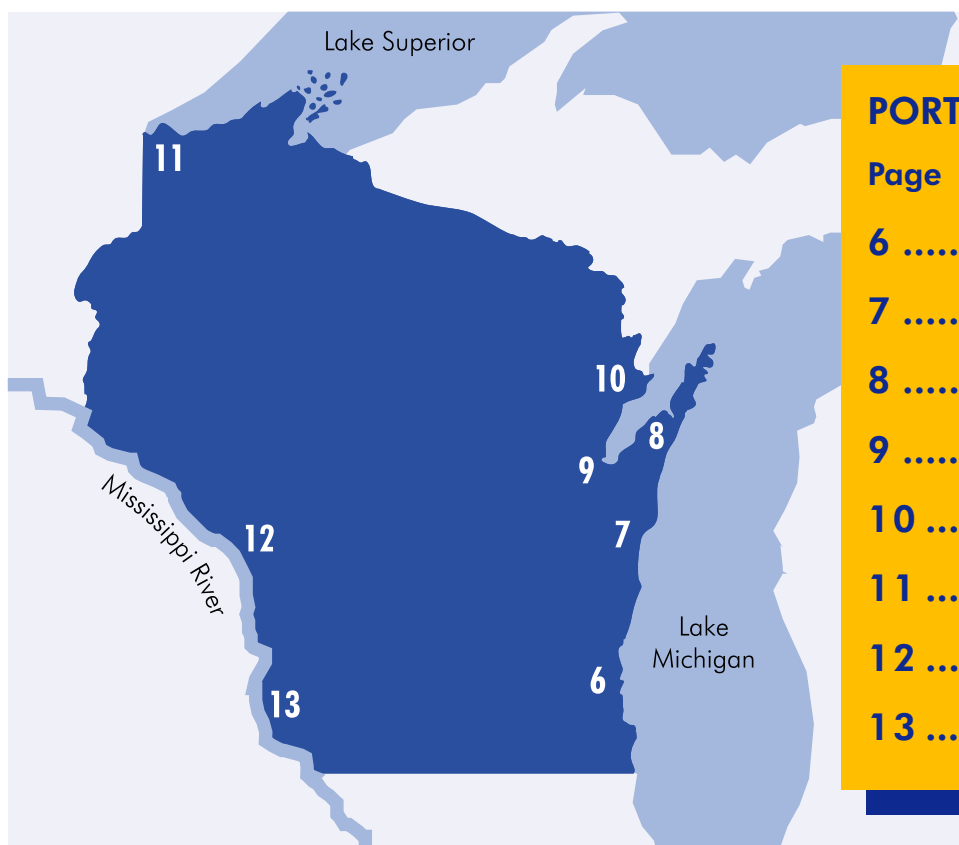
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Wisconsin's location—bordered on three sides by commercially navigable waterways—makes our state perfectly situated to benefit from water transportation.

Wisconsin's harbors serve as centers of shipbuilding, commercial fishing, ferrying services, and of course, the efficient transport of bulk goods. Each year, Wisconsin ports handle more than 40 million tons of cargo valued at over \$7 billion. This includes agricultural commodities destined for international markets, coal for our power plants, iron ore and wood pulp for our industries, cement for construction, and the salt that helps keep our roadways safe. Moving bulk commodities by water is both efficient and environmentally friendly. A 1,000-foot lake carrier can move a ton of freight more than 1,400 miles on one gallon of fuel.

Not only are Wisconsin's harbors deeply rooted in our state's proud history, today's modern port facilities serve as multi-modal distribution centers—linking cargo-carrying vessels with an extensive land-based transportation network of highways and railroads. Maintaining quality harbor facilities is vital to the state's overall economic strength and to preserve a key component of Wisconsin's historic past.



Duluth Seaway Port Authority

Harbor Assistance Program

Created in 1979, the state's Harbor Assistance Program (HAP) is designed to assist harbor communities along the Great Lakes and Mississippi River maintain and improve waterborne commerce. Port projects typically include dock reconstruction, mooring structure replacement, dredging, and the construction of facilities to hold dredged material. Grant applications are accepted twice per year—August 1 and February 1.

To be eligible for funding, the port facility must be publicly-owned; the project must benefit facilities that are used for cargo transfer, ship building, commercial fishing or regular ferry service; the applicant must be a local unit of government; the project must pass a rigorous benefit-cost analysis; and the project must have been identified in a current Three-Year Harbor Development Plan. Project selection criteria are spelled out in an administrative rule (TRANS 28) and consider a project's urgency and economic impact. A planned expansion of the HAP would allow program funds to assist with docking and terminal facility improvements that accommodate the growing number of cruise ships and other passenger vessels utilizing Wisconsin's ports.

Since 1980, the Wisconsin Department of Transportation (WisDOT) has contributed over \$34 million in matching funds for some 43 port preservation and improvement projects. For more information about the HAP, contact Ellen Fisher, WisDOT's Harbors and Waterways chief at 608/267-9319.



The state's Harbor Assistance Program provides funding to harbor communities for projects that enhance the economic vitality of waterborne commerce.

St. Lawrence Seaway and Upper Mississippi River Systems

Wisconsin is directly connected to two major waterway systems. The Great Lakes-St. Lawrence Seaway System extends 2,340 miles—from Duluth, Minnesota, eastward to the Gulf of St. Lawrence on the Atlantic Ocean. It connects the five Great Lakes—Superior, Michigan, Huron, Erie and Ontario—serving 17 states and providing access to 15 major international ports. Since opening to navigation in 1959, over two billion tons of cargo has passed through the St. Lawrence Seaway System.



The Upper Mississippi River System is a 1,300-mile waterway linking five states to the Gulf Coast. It supports a wide variety of uses including commercial navigation, fishing, hunting and other recreational activities. Each year, about 80 million tons of cargo travels the river route between Minneapolis and the mouth of the Missouri River. A system of 29 locks and dams accommodate the movement of commercial and recreational boat traffic. Agricultural goods, petroleum products and coal are leading commodities with farm products accounting for half the total tonnage moved along this vital water route.



PRIMARY ROAD AND RAIL ACCESS

Road: The Federal Interstate Highway System (I-94/I-794) leads directly into the Port of Milwaukee, assuring delay-free pickup and delivery. Highway deliveries to cities within a 350-mile radius (Chicago, Minneapolis/St. Paul, Peoria, Des Moines, Moline, Indianapolis) are accomplished in only a few hours.

Truck scales are located at the port. High-wide truck access to dock areas is available via East Bay Street by appointment.

Rail: The Port of Milwaukee is served by two Class 1 railroads—the Canadian Pacific Railway and the Union Pacific Railroad. Both provide pier delivery and switching services to all port terminals. Fifteen miles of port owned and maintained track connect each terminal to the main line railroads. Two classification yards utilizing 90-pound rail provide track for unit train assembly. Terminal lead tracks have 120-pound rail.

TYPES OF CARGO HANDLED

Coal, scrap/pig iron, cement, general cargo, sand, limestone, salt, grain.

AVERAGE ANNUAL TONNAGE HANDLED

2.6 million metric tons

WAREHOUSE SPACE

Covered: 311,000 square feet

Uncovered: 10 acres

Temperature controlled: 30,000 square feet

The Port of Milwaukee offers an operational flexibility unique to the western Great Lakes and inland waterway system. Terminals designed for the efficient handling of steel products, containers, general cargo, roll-on/roll-off vehicles, dry and liquid bulk, and heavy machinery, plus intermodal connections to all Midwest cities, make the Port of Milwaukee a key economic link for routing all types of cargo, by ship or barge.

- Liquid (gallons): 286,000 barrels or 12 million gallons
- Container Yard: The port's intermodal container yard, operated for the Canadian Pacific Railway, is an all-asphalt surface equipped with a modern fleet of top lifts and chassis to expedite stacking and retrieval.
- Container handling is also available at both inner and outer harbor docks with direct rail and truck access.
- Several leasing pools and a container repair and sales service are also located at the yard.
- Storage: The port maintains 10 acres of paved, lighted and fenced areas for the storage and marshalling of project, steel and dry bulk cargoes.
- These sites are in close proximity to the roll-on/roll-off berths and outer harbor docks.

PRIMARY PORT CONTACT

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2323 S. Lincoln Memorial Drive
Milwaukee, WI 53207
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e-mail: Kszall@port.mil.wi.us
Web site: www.port.mil.wi.us/



CARGO HANDLING EQUIPMENT

The port owns and operates a variety of heavy lift cranes with lifting capacities up to 200 metric tons. These cranes are rented on an hourly basis to port terminal operators for handling both dry bulk and general cargos.

Port of Manitowoc



Manitowoc



PRIMARY ROAD AND RAIL ACCESS

Road: U.S. 10 and WIS 42 lead to local access points to all of the private docks.

Rail: Wisconsin Central Division of Canadian National has several access points along the river. One is at 10th Street, north side; another is at the 16th Street Peninsula; and another is at Burger Boat at 21st Street. There is also rail access along Water Street.

TYPES OF CARGO HANDLED

Cement, rock, stone, coal, wood, and newly constructed yachts.

AVERAGE ANNUAL TONNAGE HANDLED

443,300 metric tons

WAREHOUSE SPACE

Uncovered: 91,000 square feet

CARGO HANDLING EQUIPMENT

Front-end loaders and marine contracting equipment (spud barges, cranes, etc.)

The Port of Manitowoc handles bulk commodities, newly constructed yachts and passengers on the Lake Michigan Carferry. The port is also home to a marine contracting firm that services Lake Michigan ports in Wisconsin and Michigan.

PRIMARY PORT CONTACT

William G. Handlos,
Harbormaster
City of Manitowoc-Engineering
900 Quay Street
Manitowoc, WI 54220
Phone: (920) 686-6910
Fax: (920) 686-6906

C. Reiss Coal Company
100 West Mason Street
Green Bay, WI 54305
Phone: (920) 436-7600
Fax: (920) 436-7605

Burger Boat Company
1811 Spring Street
Manitowoc, WI 54220
Phone: (929) 684-1600
Fax: (920) 684-6555





Port of Sturgeon Bay



Port of Sturgeon Bay—mid-winter

Bay Shipbuilding Company

TYPES OF CARGO HANDLED

Construction and repair of lake carriers, commercial and military vessels and luxury yachts.

WAREHOUSE SPACE

Bay Shipbuilding has 50 acres of property on the Sturgeon Bay ship canal, housing the only graving dock in the Great Lakes capable of serving 1,000-foot lake carriers. The company also has a small graving dock, one floating dock and docking space for 18 vessels.

CARGO HANDLING EQUIPMENT

Bay Shipbuilding has five crawler cranes with a capacity of up to 80 tons, and a 200-ton gantry crane.

The Port of Sturgeon Bay is the location of two major shipbuilding and ship repair facilities on Lake Michigan. In business since 1968, Bay Shipbuilding (a division of the Manitowoc Company) is the Great Lakes' leading builder of self-unloading bulk carriers—among the largest ships traveling the Great Lakes. The company offers a full-service facility for ship repair, conversion and new construction of lake carriers, military vessels and small craft for commercial use. Palmer Johnson, Inc. manufactures world-class custom luxury yachts for domestic and international customers and services small luxury vessels.

PRIMARY PORT CONTACT

Bay Shipbuilding Company
605 North Third Avenue
P.O. Box 830
Sturgeon Bay, WI 54235
Phone: (920) 743-5524
Fax: (920) 743-2371
Web site: www.manitowoc.com

Palmer Johnson, Inc.
61 Michigan Street
P.O. Box 109
Sturgeon Bay, WI 54235
Phone: (920) 743-4412
Fax: (920) 743-3381
Web site:
www.palmerjohnson.com



Palmer Johnson Yachts—Ted Ritter



Port of

Green Bay



Green Bay

PRIMARY ROAD AND RAIL ACCESS

Road: I-43, U.S. 41-141, and WIS 29, 32 and 57

Rail: Wisconsin Central Division of Canadian National

TYPES OF CARGO HANDLED

Coal, limestone, salt, cement, liquid asphalt, liquid bulk, misc. bulk, tallow, and pig iron.

AVERAGE ANNUAL TONNAGE HANDLED

1.8 million metric tons

WAREHOUSE SPACE

Covered: 135,000 square feet

Uncovered: 150,000 square feet

Liquid: 34 million gallons

General/bulk cargo: 100 acres, 30,000 tons silo storage

CARGO HANDLING EQUIPMENT

Three 8-cubic yard payloaders and one 100-ton crane

Two 10-inch lines for pumping cement off ship or barge



The Port of Green Bay is strategically located on the westernmost point of Lake Michigan and offers a direct route for shipments linking Midwest and international markets. The port is served by a major railroad and several nationally known truck lines provide overnight delivery within a 400-mile radius.

Terminals located on the adjacent Fox River include 14 capable of handling dry bulk commodities such as coal, cement, limestone, salt, and pig iron as well as four firms handling bulk liquids including tallow, petroleum products and asphalt. Two general cargo docks can handle wood pulp, machinery, bagged agricultural commodities and forest products.

PRIMARY PORT CONTACT

Dean R. Haen, Port Manager
Brown County Port and
Solid Waste Department
2561 S. Broadway Street
Green Bay, WI 54304
Phone: (920) 492-4950
Fax: (920) 492-4957
e-mail:
haen_dr@co.brown.wi.us





PRIMARY ROAD AND RAIL ACCESS

Road: U.S. 41 and Ogden Street serve Marinette Fuel and Dock.

U.S. 41 and Ely Street serve Marinette Marine Corporation.

TYPES OF CARGO HANDLED

Marinette Fuel and Dock handles pig iron, road salt, coal, limestone and wood pulp.

Marinette Marine Corporation is an established shipbuilder that has designed and built high-tech vessels for the U.S. Navy, Coast Guard, and others.

AVERAGE ANNUAL TONNAGE HANDLED

300,000 metric tons of bulk cargo

WAREHOUSE SPACE

Uncovered: 14.5 acres

The shipyard has a number of buildings used for warehousing, fabrication, construction and painting for shipbuilding purposes.

CARGO HANDLING EQUIPMENT

Two 100-ton cranes

The shipyard has a variety of forklift trucks, module moving equipment and cranes located throughout the yard. Maximum lifting and moving equipment capability is 1,600 tons. The port has a ship lift that can accommodate up to 200 tons and 1,800 feet of dockwall with water depths of over 20 feet for mooring.

The Port of Marinette serves industries with facilities on the harbor. These include Marinette Fuel and Dock and Marinette Marine Corporation, a division of the Manitowoc Marine Group.

PRIMARY PORT CONTACT

William Campbell
Marinette Fuel and Dock
Company
808 Ogden Street
Marinette, WI 54143
Phone: (715) 735-6694
Fax: (715) 735-9654
e-mail: mardock@cybrzn.com

Marinette Marine Corporation
Phone: (715) 735-9341
Web site:
www.marinettmarine.com



Port of

Duluth-Superior



Duluth-Superior

PRIMARY ROAD AND RAIL ACCESS

Road: U.S. 35, 2 and 53 and Minnesota 61

Rail: Burlington Northern Santa Fe, Canadian Pacific, Canadian National, Duluth Missabe & Iron Range, Union Pacific and Wisconsin Central Division of Canadian National

TYPES OF CARGO HANDLED

Bulk and break bulk, with principal cargoes being iron ore, coal and grain. Other cargoes include cement, limestone, salt and miscellaneous cargo.

AVERAGE ANNUAL TONNAGE HANDLED

38 million metric tons

WAREHOUSE SPACE

Covered: 256,000 square feet

Uncovered: 500,000 square feet

Temperature controlled: 256,000 square feet

General/bulk cargo: 11.2 million tons capacity

Total grain elevator capacity: 52 million bushels

CARGO HANDLING EQUIPMENT

Seven berths (6,600 linear feet of dock space) at full Seaway depth.

Two 82-metric ton (180,000 pounds) rail-mounted gantry cranes lifting 125 metric tons in tandem (greater capability cranes available on demand)

A fleet of forklift trucks with capacities of up to 55,000 pounds.



The Port of Duluth-Superior, located at the westernmost tip of Lake Superior, is the Great Lakes' largest harbor. Each year, Duluth-Superior hosts about 1,100 lake carriers and oceangoing ships, loading or delivering some 38 million tons of bulk and break bulk cargo. The port accommodates a wide range of economic activities ranging from western grain fields, the Iron Range, the Montana-Wyoming coal mines, and northern forests.



Duluth Seaway Port Authority

Roll on/roll off ramp with immediate access to Interstate highway and designated heavy-lift route.



Midwest Energy Resources Co.

PRIMARY PORT CONTACT

Superior Harbor Commission
Cliff Knettel, Planning and Port Director
1407 Hammond Ave.
Superior, WI 54880
Phone: (715) 394-0335
Fax: (715) 394-0247
e-mail: knettelc@ci.superior.wi.us

Duluth Seaway Port Authority
Davis Helberg, Executive Director
1200 Port Terminal Drive
P.O. Box 16877
Duluth, MN 55816-0877
Phone: (218) 727-8525
Fax (715) 727-6888
e-mail: Admin@duluthport.com
Web site: www.duluthport.com



PRIMARY ROAD AND RAIL ACCESS

Road: I-90, U.S. 61, U.S. 53, and WIS 35.

Rail: Canadian Pacific and Burlington Northern Santa Fe

TYPES OF CARGO HANDLED

Grain, cement, asphalt, oils, coal, salt, pig iron, coke, pipe, cottonseed, fertilizer, calcium carbonate, and other bulk products.

AVERAGE ANNUAL TONNAGE HANDLED

About one million metric tons

WAREHOUSE SPACE

Covered: 100,000 sq. feet

Uncovered: 60 acres

Temperature controlled: arranged

Liquid: 20 million gallons

General/bulk cargo, etc.: 60 acres

CARGO HANDLING EQUIPMENT

Cranes with up to 150 tons of lift capacity, pneumatic unloaders, conveyor loading equipment, and other miscellaneous barge, rail and truck loading and unloading equipment.



The Port of La Crosse handles nearly one million tons of commodities annually including liquids, cement, grain and general bulk products. Strategically located near major roads and rail yards, the port offers connections to the Upper Midwest and the world—importing and exporting products from China, Russia, Spain, South America, Mexico and other countries.

The port also supports an active excursion boat trade, hosting the Delta Steamboat Company's massive Mississippi Queen, Delta Queen, and American Queen on over 20 stops per year. The port serves as home for two seasonal excursion tour boats and the Julia Belle Swain, one of five surviving original steam powered riverboats. Skipperliner Industries builds excursion boats that are used from Disney Land in Florida to the canals in Upper New York.



PRIMARY PORT CONTACT

Larry Kirch
City of La Crosse Planning Dept.
City Hall
La Crosse, WI 54601
Phone: (608) 789-7512
Fax: (608) 789-7318

John Noyes, Chairman
La Crosse County Harbor
Commission
816 S. Bainbridge Street
P.O. Box 484
La Crosse, WI 54601
Phone: (608) 784-1711
Fax: (608) 784-1712

Port of

Prairie du Chien



Prairie du Chien



PRIMARY ROAD AND RAIL ACCESS

Road: U.S. 18 and WIS 35

Rail: Burlington Northern-Santa Fe
and Wisconsin Southern Railroads

TYPES OF CARGO HANDLED

Coal, salt, sand, cement, grain and
fertilizer.

AVERAGE ANNUAL TONNAGE

600,000 metric tons

WAREHOUSE SPACE

Approximately 20,000 square feet
covered and 25 acres open; fleet
capacity 30 barges on site

CARGO HANDLING EQUIPMENT

10-ton lift equipment

PRIMARY PORT CONTACT

Blair Dillman
Prairie Sand and Gravel, Inc.
P.O. Box 210
Prairie du Chien, WI 53821
Phone: (608) 326-6471
Fax: (608) 326-8955

The Port of Prairie du Chien is located on the Mississippi River in the southwest corner of the state. The city owns docks that accommodate large paddlewheel cruise boats and small excursion boats. Privately owned docks and storage facilities handle bulk cargo.



Ferries operating in Wisconsin

Water transportation in Wisconsin includes at least five ferries, ranging from the Merrimac Ferry—the state’s only free ferry connecting Columbia and Sauk counties via the Wisconsin River—to the Lake Michigan Carferry connecting Manitowoc, Wis., with Ludington, Michigan. Along with their important role in the state’s tourism industry, ferries such as the Madeline Island and Washington Island ferries, serve a practical and occasionally life-saving function by linking island communities with jobs, schools, hospitals and other services.

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Ferries operating in Wisconsin

Cassville Ferry

(608) 725-5180

www.cassville.org/ferry.html

Located in southwest Wisconsin on the Mississippi River, the Cassville Ferry operates between WIS 133/81 and U.S. 52 near Millville, IA.

Madeline Island Ferry Line

(715) 747-2051

www.madferry.com

Located in Wisconsin's northern tip along Lake Superior, the Madeline Island Ferry connects Bayfield, WI, with LaPointe Harbor on Madeline Island—a distance of 2.6 miles.

Lake Michigan Carferry

1-888-337-7948

www.ssbadger.com

Located in eastern Wisconsin along Lake Michigan, the Lake Michigan Carferry connects Manitowoc, WI, with Ludington, MI. Crossing time is approximately four hours.



ferries

Merrimac Ferry

(608) 246-3871

www.dot.state.wi.us/dtd/hdist1/ferry.html

Located in south-central Wisconsin, the Merrimac Ferry is the state's only free ferry and shuttles WIS 113 traffic between Okee and Merrimac, WI, across the Wisconsin River.

Washington Island Ferry

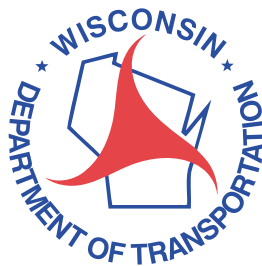
(920) 847-2546

www.wisferry.com

Located in Door County Wisconsin on Lake Michigan, the Washington Island Ferry connects WIS 42 from Northport, WI, with Detroit Harbor on Washington Island—a distance of 4.5 miles.



For additional copies of this document
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